MEGA BORE VALVE SYSTEMS

The Mega Bore Valve System is unique because it uses a different hole size than other valve systems. There are several other features which make this system unique.

1. There are three types of rim spuds:
   a. The clamp-in spud for the 15/16” rim hole.
   b. The angled screw-in spud for the 3/4” NPT rim hole.
   c. Screw-in spud for the 3/4” NPT rim hole.

2. The second component is an angle connector which screws onto the clamp-in or the screw-in spud. The rigid Mega Bore Valve can be screwed into the angle adapters and angle screw-in spuds.

3. The next component is either the rigid Mega Bore Valve or the Mega Bore Flexible Valve which has the Retractable Core Housing permanently assembled to the extension. The original Mega Bore Valves have a retractable, but not removable, core housing. The new style mega bore valves use a removable core housing similar to Super Large Bore and Z-Bore.

4. There is also a unique cap to the Mega Bore System to protect the side vent air holes and threads of the valve.

5. To maximize air flow, an MB-8 inflator is used to retract the core housing during inflation and deflation. For routine pressure checks you can still use any Large Bore pressure gauge or air chuck. The new style mega bore valve utilizes the IN-95 for inflation and deflation.

6. Like the Super Large Bore and the Z-Bore Valve Systems, the Mega Bore Flexible Extensions can be field assembled. Mega Bore flows 550 CFM compared to 240 CFM on the Super Large Bore System.

RIM SPUDS

1. MB-20 CLAMP-IN SPUD
   Fits a 15/16” diameter valve hole. Tire must be dismounted to change spud. Attach any Mega Bore angle connector to the MB-20 spud.

2. MB-26 SCREW-IN SPUD
   Fits a 3/4” NPT threaded valve hole, screw-in spud. Attach any Mega Bore angle connector to the MB-26 spud. Spud can be changed without demounting tire.

3. MB-12-85 & MB-12-75 SCREW-IN ANGLE SPUD
   The screw-in spud is used on a 3/4” tapped rim hole. Attaches to a MB-14 rigid or a FMB flexible Mega Bore valve. The spud can be changed without demounting the tire.

ANGLE CONNECTORS

1. MB-19-85 & MB-19-75 ANGLE CONNECTORS
   An angle connector screws onto the MB-20 spud. The other end of the connector accommodates a MB-14 rigid valve or a FMB flexible Mega Bore valve.

2. MB-29-85 ANGLE CONNECTORS
   An angle connector screws onto the MB-20 spud. The other end of the connector accommodates a MB-27 rigid valve or Caterpillar O-ring face seal hydraulic hose.
3 VALVES

**MB-14 RIGID MEGA BORE VALVE**
Rigid Mega Bore valve can be screwed into any Mega Bore angle connector or screw-in spud.

**MB-27 FACE SEAL MEGA BORE VALVE**
Rigid Mega Bore valve can be screwed onto MB-29 angle connector or Caterpillar O-ring face seal hydraulic fittings.

**FMB LENGTH MEGA BORE FLEXIBLE VALVE**
Screws into the Mega Bore angle connectors or screw-in angle spud. Can be made in any length (minimum 8”). The specially designed fittings and thermoplastic hose will not crush or fatigue during service. Large Bore threads on the core housing allow use of Large Bore pressure gauges.

**MBV-L**
Screws into the Mega Bore angle connectors or screw-in angle spud. Made to length in the field using the MBAT assembly tool. MB-14 screws into the end to complete the valve.

4 CAPS

**MB-25 HEX CAP**
Cap for the Mega Bore core housing. Protects core housing from damage. Has an O-ring seal. Has modified Hex that can be installed or removed using the TL-700.

**MB-13 VALVE CAP**
Cap for the Mega Bore core housing. Protects core housing from damage. Has an O-ring seal.

5 INFLATOR

**MB-8 INFLATOR**
The MB-8 Mega Bore inflator attaches to the valve body by turning the knurled nut on the inflator in a clockwise direction. The 3/4” ball valve is used to open and close the air flow after the core housing is retracted with the TL-700.

**NEW**

**MB-56 RIGID MEGA BORE VALVE**
Rigid Mega Bore valve can be screwed into any Mega Bore angle connector or screw-in spud. With removable core housing.

**HT-R-761 HIGH TEMP SLEEVE**
Used to protect R-761 tubing.

**TL-700 TOOL**
The TL-700 lets the Mega Bore core housing retract the housing for inflation and deflation. The TL-700 should be used only in conjunction with the MB-8 Mega Bore inflator. The MB-8 inflator should be engaged on the core housing before using the TL-700.

**MBRC-8 MEGA BORE VALVE REMOVABLE CORE HOUSING 8”**
Mega Bore flexible valve with removable core housing. Can be made in any length (minimum 8”). Can be assembled in field.

**NEW**

**FMB-8**
Screws into the Mega Bore angle connectors or screw-in angle spud. Made to length in the field using the MBAT assembly tool. MB-14 screws into the end to complete the valve.

**MBV-L**
Screws into the Mega Bore angle connectors or screw-in angle spud. Made to length in the field using the MBAT assembly tool. MB-14 screws into the end to complete the valve.

**MBAT**
For assembly of Mega Bore angle connectors or screw-in spud. MB-14 screws into the end to complete the valve.
IN-95 INFLATOR ADAPTER

Haltec Model IN-95 Inflator Adapter for Air or Liquid Filling of Large Earthmover Tires when Equipped with Super Large Bore, Z-Bore, and Mega Bore Valves.

The IN-95 will insert or extract an R-372, R-520, Z10, or an MB-50 core housing and positively hold it up in the adapter body out of the air or liquid flow when filling or evacuating a tire. The inflator adapter can be attached to any liquid filling tire pump since it has 3/4” pipe thread. With the adapter attached to the valve, the pressure in the tire can be checked without disconnecting it from the valve, with a large bore gauge, through the end of the adapter stem. All IN-95 parts are brass except the collet, which is stainless steel and the hand knob, which is aluminum.

IN-95 PARTS LIST:

- SLB-55 Super Large Bore ejector union
- MB-55 mega bore ejector union
- MB-55-3 gasket ejector unions
- MB-60-1 Adapter body
- E-3100-1 stem and collet
- G-204 Snap ring
- G-206 Gasket for stem nut
- A-147 Dome cap

For proper field assembly, cut R-761 hose 2 3/4” shorter than required length and complete with angle connectors and core housing.

L-RING SEALS FOR EARTHMOVER RIMS

The purpose of the L-seal is to create an air seal where the tire bead and rim bead seat are not completely compatible. Some of the examples where the L-seal will prove useful:

• Where overloads and severe operating conditions cause the rim deformation (deflection) which can result in air leakage.
• When an air passage between the bead and the rim is identified.
• Where, during initial inflation, the bead seating is very difficult.
• Where you have an irregular butt weld in the knurled bead seat area.
• Examples where the L-seal will prove useful:

- Where the tire bead and rim bead seat are not completely compatible.
- Where overloads and severe operating conditions cause the rim deformation (deflection) which can result in air leakage.

IMPORTANT INFORMATION

• L-Ring Seals are not a cure for damaged beads nor damaged wheels and rims. Caution should be used when filling or evacuating tires. Do not install where broken bead is suspected.
• Always follow the respective manufacturer’s recommendation for proper bead lubrication and initial air pressure to properly seat beads.
• If you have any questions regarding the use of the L-Ring Seals, contact Haltec prior to attempting any installation.

For more information, visit Haltec.com or call 800.321.6471.